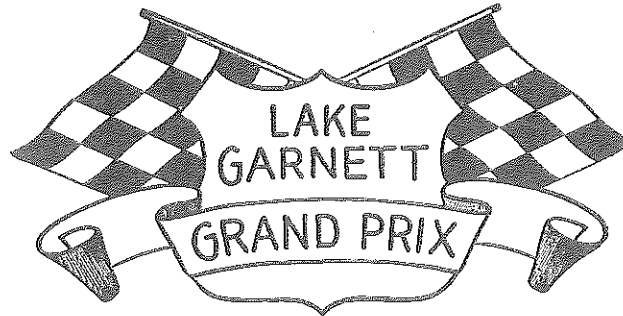


P R O G R A M

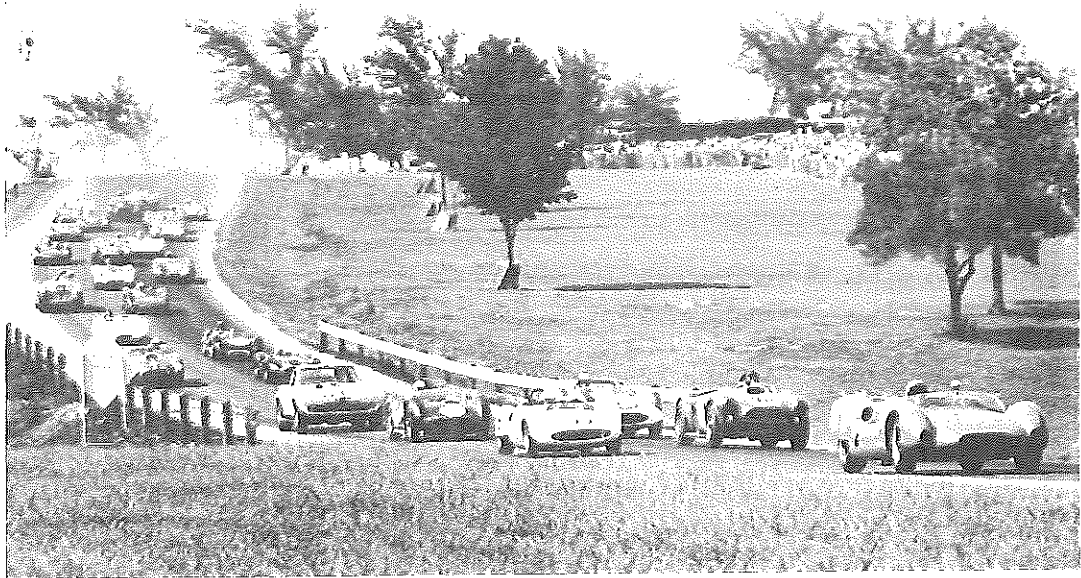
Seventh Annual



National S. C. C. A. Road Races

July 27 and 28, 1968

Garnett, Kansas



Presented by
KANSAS CITY REGION
SPORTS CAR CLUB OF AMERICA, Inc.

Sponsored by
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GARNETT, KANSAS

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1968

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The Lake Garnett Racing Association, Inc.

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- ANDERSON COUNTY FAIR ASSOCIATION Earl Lizer
- ANDERSON COUNTY MEDICAL ASSOCIATION Dr. David Leitch
- ANDERSON COUNTY 4-H COUNCIL Claude Anderson, Maurice Harrington
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- AUXILIARY, FULLER-THOMPSON POST AMERICAN LEGION Leatrice Lingo, Mary Nelle Talbot
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- GARNETT GOLF CLUB Leslie David, Carroll Schulte
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GARNETT CITY OFFICIALS:

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 Mark Payne, Commissioner
 Jack Serene, Commissioner

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 Sam Geer, Chief of Police
 Kansas Highway Patrol
 Bill Gadelman, Sheriff

ANDERSON COUNTY COMMISSIONERS:

Wayne Pracht, Chairman
 Wayne Howarter
 Flick Teter

PHOTO CREDITS

Cover Herb Williams, Lawrence, Kansas
 Lake Garnett from the Air Courtesy Kansas City Star

RACE ENTRIES

(Continued)

Car No.	Name	Address	Make of Car	Enr.
F/Production				
2	Robert Belcher	Michigan City, Ind.	Alpha Romeo Delsea	R&N
19	Bob Drake	Oklahoma City, Okla.	MGA	R
44	Clair Slover	Wichita, Ks.	Alpha Romeo Veloce	R
60	Wm. Jubb	Independence, Mo.	Lotus 7A	R
74	Robin Spurrier	Wichita, Ks.	MGA	R
76	Bryan O'connor	Kansas City, Mo.	Subeann Alpine	R&N
82	Bob Hubbard	Columbia, Mo.	MG Midget	R&N
88	Paul Forthner	Oklahoma City, Okla.	Datsun Sp. 311	R&N
89	Stephen Blake	Lawrence, Ks.	Subeann Alpine	R
89	Ray Pickering	Lawrence, Ks.	Lotus 7A	R
99	Dave Conman	Tulsa, Okla.	A/H Sprite	R&N
G/Production				
14	Ron Sharp	Des Moines, Ia.	MG Midget	R&N
18	Bob Carter	Fenton, Mo.	Sprifre	R
33	Ron Hunter	Denver, Colo.	Datsun Sp. 310a	R&N
38	W. B. McCray	Kansas City, Mo.	Sprifre	R&N
46	Bert Jones	Tulsa, Okla.	Datsun Sp. 310	R
65	C. J. Dumas	Lubbock, Tex.	TR Sprifre	R&N
69	Mel Bogus	St. Louis, Mo.	Sprifre	R&N
75	Darrell Homn	Grandview, Mo.	Sprifre	R
H/Production				
7	Pat Naeglin	Overland Park, Ks.	Sprifre	R&N
9	Bob Probst	Webster Grove, Mo.	Sprifre	R
12	Joe McGuire	Topeka, Ks.	Sprifre	R
13	Bill Barton	Topeka, Ks.	Sprifre	R
15	Jim Cooper	Tulsa, Okla.	Sprifre	R
17	Brian Halbjt	Shawnee Mission, Ks.	Sprifre	R
21	Bob Isenbarger	Vinita, Okla.	Sprifre	R
25	Jerry Hall	Wichita, Ks.	MG Midget	R&N
27	Ken Anderson	Cedar Falls, Ia.	Sprifre	R
32	Bob Grossberg	Forbes AFB, Ks.	Sprifre	R
36	Lyle Kreps	Des Moines, Ia.	Sprifre	R
37	Bob Marshall	Boulder, Colo.	Sprifre	R
42	Olas Grauel	Kansas City, Mo.	Sprifre	R
47	Dr. Robert Katzev	St. Louis, Mo.	Deutch Bonnet Ope	R&N
54	Dorman Laugh	E. St. Louis, Mo.	Sprifre	R
62	Ken Drysdale	Creve Coeur, Mo.	Sprifre	R
64	Bob Black	Rayville, Mo.	Sprifre	R
66	Brian Little	Barterville, Okla.	Sprifre	R
79	Stephen England	Midwest City, Okla.	Sprifre	R
80	Hugh Wajfor	E. Alton, Ill.	MG Midget	R
83	Joe Slehn	St. Louis, Mo.	Sprifre	R
83	Bud Davis	St. Louis, Mo.	Sprifre	R
87	Harold Lockhart	Tulsa, Okla.	Sprifre	R
93	Beau Barrick	Tulsa, Okla.	Sprifre	R
97	Dr. Charles Rogers	Wagner, Okla.	Sprifre	R
SCAA Formula/A-B-C				
F/A41	Gene Wilbanks	Ios Alamos, N. Mex.	Unser Lotus	R&N
F/B 5	Henry Hester	Ladolla, Cal.	McLaren 4A	R&N
F/B 8	Jerry Nelson	Jamestown, N. D.	Brabant BT 21C	R
F/B16	Harvey Woodward	Shawnee Mission, Ks.	Lotus 51	R
F/B17	Larry Harley	Dallas, Tex.	Lotus 51	R
F/B25	Brian Polton	Boulder, Colo.	LaGrand	R
F/B29	Wm. Johnson, Jr.	Kansas City, Mo.	Co-op Special	R
F/B36	Dick Anderson	Overland Park, Ks.	Lotus 51	R
F/B33	Bob Spooner	Fenton, Mo.	Lotus 51	R
F/B33	Bob Spooner	Fenton, Mo.	Lotus 51	R

RACE ENTRIES

(Continued)

Car No.	Name	Address	Make of Car	Enr.
F/B56	Philo Hatch	Tulsa, Okla.	Alexis	R
F/B58	Jim Harris	Liberty, Mo.	Lotus 51	R
F/B61	John Saucier	Midwest City, Okla.	Lotus 51	R
F/B74	Hank Afghani	Kansas City, Mo.	Afghani Spec.	R
F/B82	Howard Jackson	Cedar Rapids, Ia.	Hushtler-Merlyn	R
F/B88	Gene Forsythofel	Overland Park, Ks.	Porsche	R
F/B95	Norval Keith	Dallas, Tex.	Lotus 51	R
F/C20	Ray Biststein	St. Louis, Mo.	Lotus Ford 20B	R
F/C26	Larry Hoff	Littleton, Colo.	Coopernaught	R
Formula/VEE				
1	Chas. Baldwin	Ft. Worth, Tex.	Zink	R
2	Bill Herron	Jefferson City, Mo.	Herron MKI	R
3	Boyce Wallace	Wichita, Ks.	Vanguard	R
4	Ed Leannon	Ahon, Ill.	Zink	R
5	Fred Stout	Webster Grove, Mo.	Zink	R
10	Ramon Stewart	Ft. Worth, Tex.	Cherry Zink	R
11	Harvey Staab	Denver, Colo.	Formcar	R
14	R. Mark Salmon	MoBerty, Mo.	Herron MK II	R
23	Bruce Moffitt	Albuquerque, N. Mex.	Formcar	R
24	Kendall Noah	Prairie Village, Ks.	Gladlator	R
31	Ed Collins, Jr.	St. Louis, Mo.	Autodynamics	R
36	Ann Purucker	Kansas City, Mo.	Autodynamics	R
38	Arthur Madson	Kansas City, Mo.	Revoe Shark	R
46	John Boyles	Waterloo, Ia.	Revoe Shark	R
48	Vernon Claborn	Leawood, Ks.	Bosey Vanguard	R
49	Chas. Proctor	Des Moines, Ia.	Zink	R
50	Doug Mould	Hutchinson, Ks.	Autodynamics	R
52	Jay Delaney	Topeka, Ks.	Sardini	R
57	Heniz Arent	Manhattan, Ks.	Formcar	R
60	C. W. Wachsmuth	Repid City, S. D.	Vanguard	R
66	Van Durrett, Jr.	Barterville, Okla.	Veedee	R
68	Bob Venzel	Los Alamos, N. Mex.	Autodynamics	R
72	John Beck	Clear Lake, Ia.	Sardini	R
87	Jerry Adams	Prairie Village, Ks.	Shark	R

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RACE ENTRIES

(This list is subject to change in accordance with additions or cancellations of entries received by the Secretary of the Kansas City Region, S. C. C. A.)

Car No.	Name	Address	Make of Car	Ent.
A/Sports Racing				
1	Ken Edwards	Overland Park, Ks.	Dodge Astro XP-300	R&N
88	Bill Riggs	Kansas City, Mo.	McKee	R&N
B/Sports Racing				
21	Ron Hunter	Denver, Colo.	Brahham ERTS-BMC	R&N
C/Sports Racing				
3	Xury Brandon	Tulsa, Okla.	Lotus II	R
17	Jay Dee Snyder	Granite, Ill.	Shiva I	R&N
28	J. S. Baxter	Aspen, Colo.	Mertyn Rdstr	R&N
54	Don Postkin	Jefferson City, Mo.	Lotus 23	R&N
76	Bob Klumpel	Hazelwood, Mo.		R&N
D/Sports Racing				
1	Glen Shepard	Overland Park, Ks.	Elva/SAAB	R&N
5	Gene Davis	Madison, Wisc.	Ocelot/SAAB	N
8	Dick Durant	Hazelwood, Mo.	DuBury/SAAB	R&N
16	Roger Noonan	Olathie, Ks.	Spec/SAAB	R
23	Christine Roberson	Topoka, Ks.	Jabro/SAAB	R
34	Lindsay Marchbanks	Wichita, Ks.	Lotus II/SAAB	N
41	Stip Rempel	Wichita, Ks.	Jabro/SAAB	N
49	Patsy Randle	Wichita, Ks.	Bobby/SAAB	R&N
71	Ralph Morrisett	Denner, Colo.	Morrisett	R&N
92	R. Wayne Faley	Grosse Isle, Mich.	Jabro/SAAB	R&N
96	Emmett Pyett	Kansas City, Mo.	ERP/SAAB	R&N
A/Sedan				
12	E. Keith Thomas	Lawrence, Ks.	289 Mustang	R&N
33	John McComb	Hutchinson, Ks.	Mustang	R&N
90	Chris Dyer	Aspen, Colo.	Camaro Z-28	R&N
B/Sedan				
58	Geo. England	Midwest City, Okla.	Volto PV	R&N
C/Sedan				
20	Ted Strat	Gedar Rapids, Ia.	Austin Coopers	R
31	Robert Hindson	Kansas City, Mo.	Austin Coopers	R&N
77	John Peach	Topoka, Ks.	Austin Coopers	R&N
D/Sedan				
6	R. James Boehm	Kirkwood, Mo.	Cooper Mini	R&N
26	Claude Whitehead	Tulsa, Okla.	Cooper Mini	R&N
40	Elbouse Norris	Oklahoma City, Okla.	Cooper Mini	R&N
68	Rameau Johnson	St. Louis, Mo.		N
A/Production				
11	David Morgan	Tulsa, Okla.	Corvette Stingray	N
14	Don Yerko	Canonburg, Pa.	Corvette Stingray	N
14	Ralph Morrison	Tulsa, Okla.	Corvette Stingray	R
B/Production				
2	Wm. Mrv. Schoenfeld	Creve Coeur, Mo.	Corv. Stgry Rdstr	R&N
15	Dan Ely	Dowrey, Cal.	Shelby GT350	R
24	D. Henningsen	Mason City, Ia.	Cobra Rdstr	R&N
41	Brad Booker	Wichita, Ks.	Shelby GT350	R&N
46	Jerry Henderson	Lawton, Okla.	Corvette Rdstr	R&N
47	Dick Durant	Hazelwood, Mo.	Corvette Stingray	R&N
71	Dr. J. E. Johnson	Shawnee Mission, Ks.	Cobra Dstr	R&N
77	Mark Yates	St. Louis, Mo.	Mustang GT350	R&N
89	John Malher	Bethendorf, Ia.	Shelby GT350	R&N

RACE ENTRIES

(Continued)

Car No.	Name	Address	Make of Car	E
C/Production				
8	Jim Dittmore	Redondo Beach, Cal	TR-250	R
31	Bob Hindson	Kansas City, Mo.	Datsun Sp. 311a	R
D/Production				
5	Dr. John Abel	Tulsa, Okla.	Jaguar XK-140	R
7	Jack Chester	Wichita, Ks.	TR 4	R
9	Bud Howard	Kansas City, Mo.	Lotus 75	N
21	Stephen London	Dallas, Tex.	Lotus 75	R
32	Tom McEntire	Prattville Village, Ks.	TR 4	R
37	Gene Strautman	Overland Park, Ks.	TR 4	R
39	Jim Banety	Kansas City, Mo.	TR 4	R
60	Ron Oliver	Raytown, Mo.	TR 4A	R
65	Bruce Philipp	Gedar Rapids, Ia.	TR 4A	R
75	Dr. Don Gharadi	Kansas City, Mo.	Lotus 75	R
81	Bob Christensen	Colorado Springs, Colo.	TR 4	R
E/Production				
0	Gerald Peterson	Topoka, Ks.	MGB	R
4	Tommy Allen	Oklahoma City, Okla.	Porsche Rdstr	R
6	Carl Swanson	Woodland Hills, Cal.	TR GT-6	R
14	James King	Belleville, Ill.	Porsche	R
45	Fred Tenderich	Denver, Colo.	Porsche	R
46	Gene Strandberg	Des Moines, Ia.	Alpha Romeo Duette	N
49	Ray Stover	Colorado Springs, Colo.	Elva Courier	N
50	Stan Langhain	Raytown, Mo.	TR-3	R
53	Tom Juckette	Des Moines, Ia.	Alpha Romeo Duette	R
57	Herb Forrest	Tulsa, Okla.	MGB	R
61	John Grubbs	Dallas, Tex.	Elva Courier	R
72	Bill Boemler	Overland, Mo.	TR 3	R
73	Vernon Bixby	Kansas City, Ks.	MGB	R
76	Larry Myers	Boulder, Colo.	Porsche	R
83	Gerald Hudson	Wichita, Ks.	Porsche	R
91	Ernest Taylor	Hurst, Tex.	Porsche	R
91	Dale Thorburn	Grand Prairie, Tex.	Porsche	R
94	W. B. Burrow	Memphis, Tenn.	MGB	N

Welcome to Garnett Visitors
And Sports Car Club Members

FARRIS FUNERAL HOME

GARNETT, KANSAS

OFFICIAL PERSONNEL

Seventh Annual

Lake Garnett Grand Prix Sports Car Races

July 27 and 28, 1968

A National Sports Car Club Of America Racing Event

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CHIEF STEWARD	Dave Tallaksen	COURSE MARSHALL	Charles Steele
ASSISTANT CHIEF STEWARD	Jack Hinkle,	CHIEF FLAGGING	Jack Miller
	John B. Walker, Ed Walsh and Clyde Viggers	CHIEF COMMUNICATIONS	Bob Reich
CHAIRMAN S.O.M.	John O. Wessale	CHIEF SCRUTINEER	Bob Hagg
S.O.M.	Claude Van Doren, Jack C.	CHIEF TIMING	Frank Schmitz
	Hunter, David Wright, Larry Christie, Royce Wallace	CHIEF SCORING	Marge Anderson
SAFETY OBSERVORS	Bert O. Parsons, J. D.	PIT STEWARD	Harold Wadsworth
	Shouse, Wiley Hunt, Harold Clapsaddle, Vick Campbell and	GRID MARSHAL	Paul Clarke and Bud Reno
	Stan Carlton	REGISTRATION	Marge Moore
S.I.T.	Lou DesParois, John Wilson	PUBLICITY	Bob Krohne
	and Phillip Rollhaus	COURSE PHYSICIANS	Dr. Donald Girard;
RACE SECRETARY	Suze Alsbury		Dr. John Johnson

REGIONAL OFFICERS

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ASSISTANT REGIONAL EXECUTIVE Bill Stallings
SECRETARY Suze Alsbury
TREASURER Howard Gadberry
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B. McCray, William F. Riggs, Charles A. Slater, Charles
Steele, David Wright.

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Garnett, Kansas

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Secretary, George Clasen

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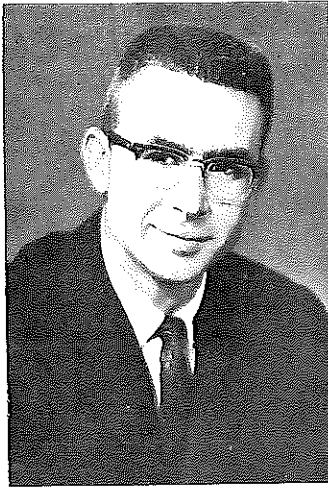
Board of Directors: Claude Anderson, Sam Busby, George Clasen, Meryl Coker, Jim Cooper, Bill Craig, Maurice Harrington, Delton Hodgson, Dr. David Leitch, Ellsworth Peters, Walter R. Stockebrand, Loren Warner.

COMMITTEES

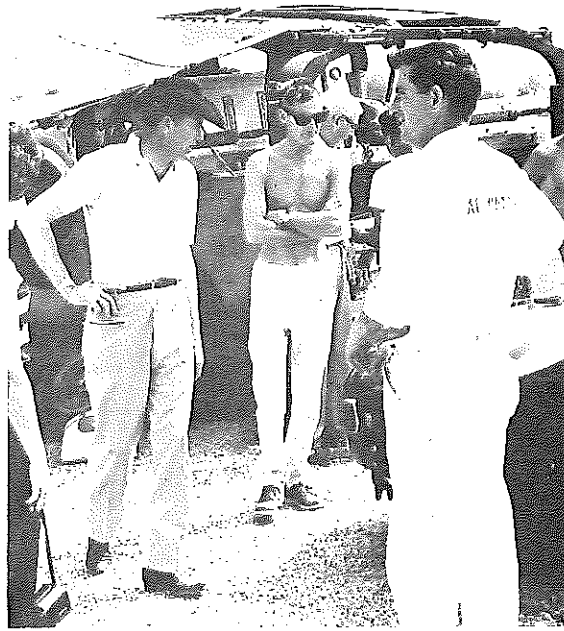
CONCESSIONS: Sam Busby, Everett Burns, Darrel Rickabaugh, Roland Debrick

GROUNDS: Claude Anderson and Richard Miller
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PUBLICITY: Robert and Kay Khrono
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REGISTRATION: Leonard McCalla, Jr., George Clasen
OFFICIAL COURIER: Terry Rugg



David Leitch, M. D.
President Lake Garnett
Sports Car Association

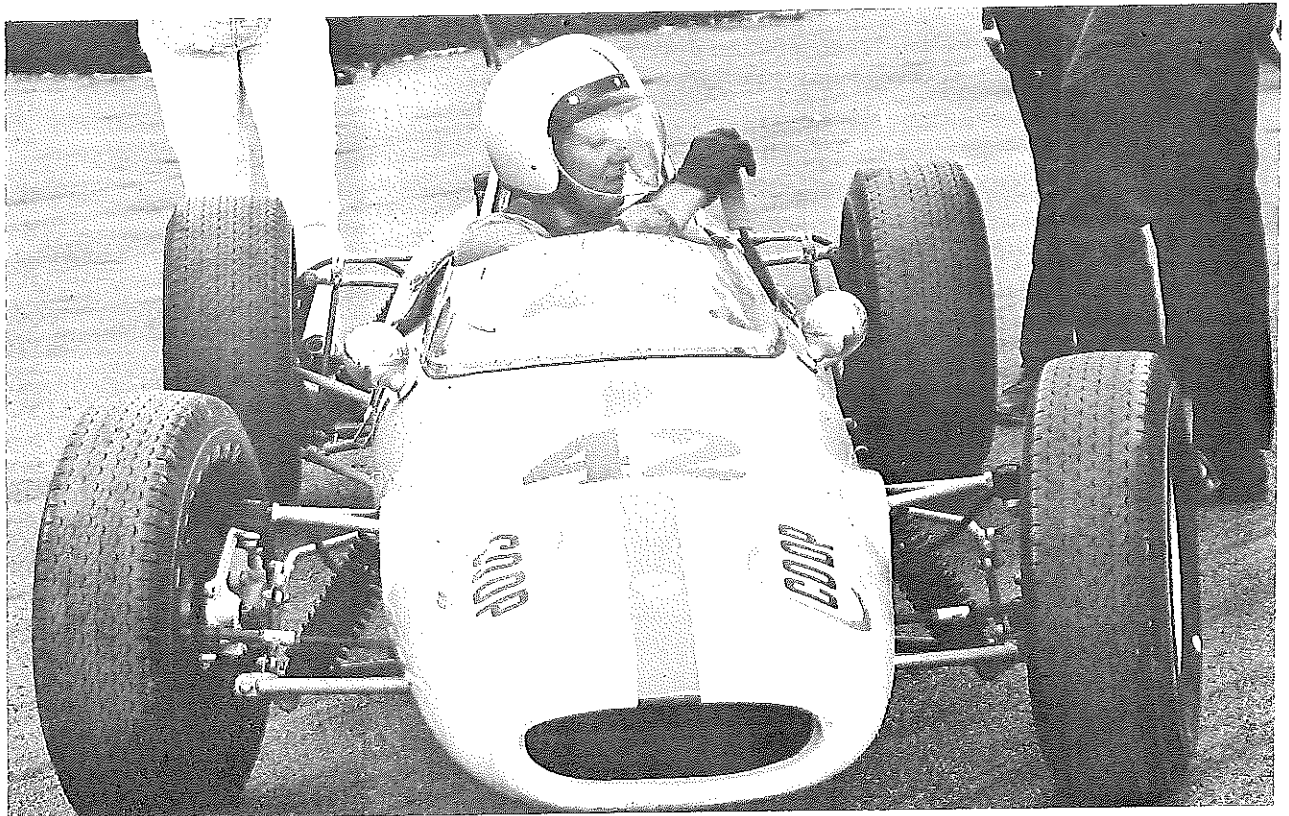


Carol Shelby, Honorary Course Marshal

From left to right, Carroll Shelby, Ken Miles (Cobra driver and winner of the Lake Garnett Over-all Championship, 1963) and Miles' mechanic.



Fred Broski
Official Announcer of
Garnett Races of
KMBC-TV, Kansas City



William C. Johnson, Jr.

President Kansas City Sports Car Club
Executive, Kansas City Region,
Sports Car Club of America, Inc.

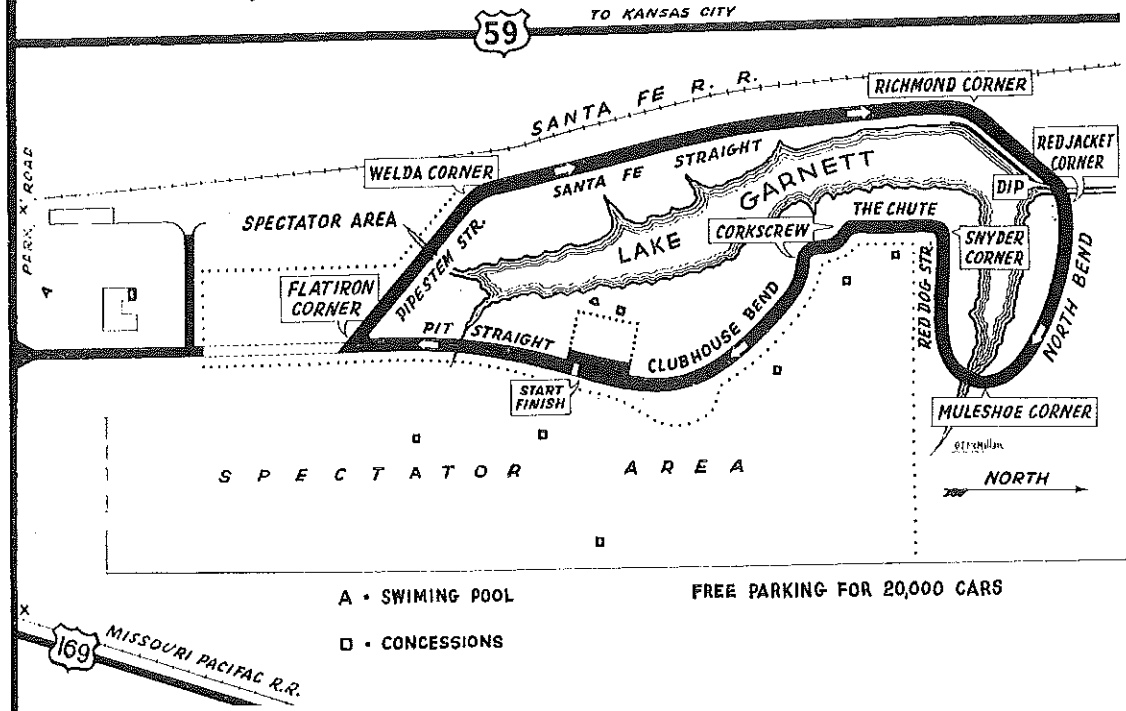


LAKE GARNETT RACEWAY

GARNETT, KANSAS



TO KANSAS CITY



A • SWIMMING POOL

FREE PARKING FOR 20,000 CARS

D • CONCESSIONS

Approximate Distances Of Points Shown On Map

Start and Finish — Flatiron Corner, .3 mile
 Pipestem and Santa Fe Straight, 1 mile
 Dam and Dip, .2 mile
 Dip — Muleshoe Bridge, .3 mile

Bridge — Snyder Corner, .2 mile
 Snyder Corner — Corkscrew, .3 mile
 Corkscrew — Start and Finish, .4 mile.

The Lake Garnett Race Course

There are four distinct kinds of sports car race courses.

First, in the early days of sports car racing, the cars were run on open roads, both in towns and in the country. This is known as "Open Road Racing." However, as more and more cars entered these races, the sport became more and more dangerous for spectators and drivers, and open road racing has practically become a thing of the past.

Airport courses are race courses laid out on the concrete runways of airports. Although airport racing may lack driver and spectator interest to a certain degree, the safety features are more easily controlled than in any other type of sports car racing.

A third class of race course is the "closed road" course that has been built purposely for racing. Each year sees more and more of these courses built and made available for racing.

Lake Garnett is a "true-road" course. This means that a public road, in this case, is closed two days each year to the public in order to be used as a race course. There are very few such courses in the world.

Although the pattern of the road that circles Lake Garnett has not been changed since the beginning of racing at Garnett in 1959, many improvements have been made on the road. The spillway and the hazard of overflowing water has been eliminat-

more dangerous places along the road. The pit area has been enlarged a number of times and blacktopped. Underbrush has been removed and trees have been trimmed to provide better visibility for spectators. Additional rest room facilities have been provided at various points in the Garnett city park. A steel tower was erected at the start-finish line. Last year, an underground telephone line was laid for use in communications among the various flag stations. This year corners have been rounded and widened. Also, the Racing Association has constructed two concrete shelterhouses overlooking Lake Garnett.

During race days, the course is marked by approximately fifty road signs and count-down numbers to aid the race drivers in traversing this sea-horse shaped course. The road signs indicate the corners, bends and esses. The count-down numbers indicate distances to certain corners, thus showing drivers where to down-shift to reduce speed.

The road has been re-finished, sealed and widened a number of times. Originally it was about 18 feet wide. Now the width is approximately 27 feet, except for the places which cannot be widened, such as the dam, the spillway and the Muleshoe Corner.

The Lake Garnett Racing Association, Inc., is a non-profit Corporation, and all earnings above expenses are used for the

**the big
DATSUN
difference**



**Biggest Sports
Car value of '68**

- Race-proven 96hp Engine
- All Synchronesh 4-Speed Trans.
- Front Disc Brakes
- Complete! With Radio, Whitewalls, Heater & more no-cost extras!

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Saturday thru Sunday,
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Garnett, Kans.

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Welcome

To The Races

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Garnett

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of

Concession Stands

(Except Infield)

Hot Dogs	30c
Ham Sandwich	50c
Cheese Sandwich	30c
Coke, 7-Up	25c
Coffee	15c
Candy Bars	10c
Cigarettes	40c
Potato Chips	15c
Gum	5c
Race Programs	75c

Garnett Church

Furniture Factory

Garnett, Kansas

All Types of Furniture

for all Churches

WELCOME TO GARNETT, KANSAS

Sports Car Club of America and Visitors

THE GARNETT CHAMBER OF COMMERCE

Garnett, Kansas

County Seat of Anderson County

A Friendly, Progressive City that Welcomes New People and New Enterprises.

Founded in 1857 near the geographical center of the United States, Garnett, Kansas, is in the "cross-roads" region of the nation and is a part of the 13th largest trade area in the nation.

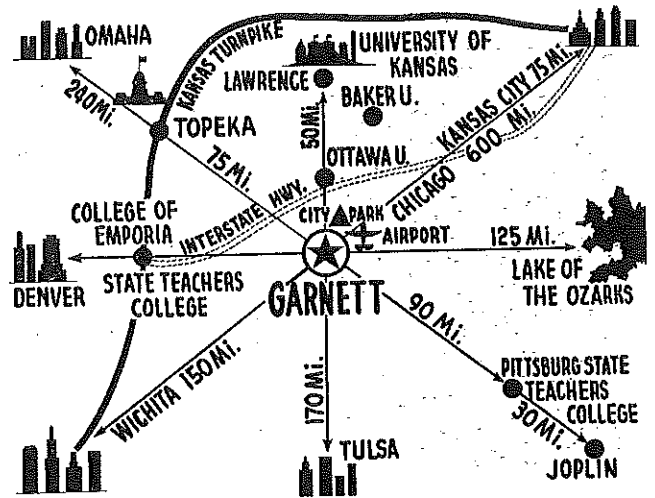
Built on high ground that never floods, the city is surrounded by a rich farming area and a wealth of minerals: gas, oil, limestone, and clay and shale suitable for brick and tile manufacture. Modern business establishments and high-type professional services make Garnett a good place to live and to make a living.

The Garnett Industrial Development Corporation, made up of the business and professional men, was organized to obtain industrial sites and buildings for new industries. Some twenty-industries in the city manufacture and produce garments, metal goods, dairy products, ice and cold storage, crushed rock, agricultural limestone, fertilizer, baby chicks, egg products, poultry, machine shop products and concrete products.

Attractive sites, reasonably priced utilities, a plentiful water supply, a good labor potential with the absence of "labor trouble" and sound economic conditions combine to make Garnett the ideal community in which to establish industry.

Garnett is located at the junction of three excellent high-ways: U.S. 59 and 169, and K-31. The Kansas Turnpike 50 miles north, I-35 twenty miles north, U.S. 54, 30 miles south, provide major East-West routes. The Santa Fe and Missouri Pacific Railroads intersect Garnett. There is a government-approved airport one mile east of the business district.

Of the two city-owned parks, the larger one is a two-minute drive from the courthouse square. It covers 300 acres and contains not only a 65-acre lake, but a golf course, riding arena, rifle and archery range, swimming pool, football stadium, two ball diamonds, fair ground, shelter houses, picnic facilities,



and the National Guard Armory. The Lake Garnett National Sports Car Races are run on the 2.7 mile blacktop road that circles the lake.

Garnett is a city of 3,000 people. A majority of the inhabitants are home-owners and they take pride in the appearance of the older homes as well as the new ranch-style homes that have sprung up in the surrounding suburbs. As your host city for the Lake Garnett National Sports Car Races, the people of Garnett are happy to welcome you, and it is our hope that you will enjoy your visit and return many, many times.

Welcome To Garnett!



R. W. FARRIS, Mayor
Garnett, Kansas

Dear Friends:

In behalf of the citizens of Garnett, we take this means of extending a hearty welcome to each and every racing fan who may come from far or near to attend the Lake Garnett National Sports Car Races.

We wish you a pleasant visit in our city. We want you to have a most enjoyable time at the races. And after the last race is run and you are homeward bound, we hope you will carry with you many happy memories of the time spent with us.

Drive safely, and do come back to see us.

R. W. FARRIS
DALE LYBARGER



DALE LYBARGER
President, Chamber of Commerce

*Welcome Visitors
and SCCA!*

COKER'S STORE CO.
Garnett, Osawatomie, Paola, Kansas

Welcome Visitors!

GARNETT FOOD MART
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Good Food — Air Conditioned
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What Is A Sports Car?

If it was simply a matter of conforming to the international rules covering racing sports cars, many cars on the road today could be considered sports cars. That they are not is because they do not meet the only genuine test of what makes a sports car—and that is its performance.

One of the best descriptions, not a definition, of a sports car appeared in the first issue of "Sportswagen," the SCCA magazine. It offered: "Any quality car which was built primarily for sports motoring as opposed to mere transportation. In other words, any car which rates higher than average in construction and engineering and which, preferably, has open body work."

Appearance alone does not qualify an auto as a sports car. No matter how it looks, it is what it can do on curves, on hills, on straightaways, over rough and smooth surface that is important.

Designers and engineers strive for what is sometimes called "sports car performance." According to one recognized authority, John Bentley, this can be attained if the car has light but positive steering, smooth but firm suspension, a favorable power to weight ratio, proper weight distribution and a minimum of unsprung weight, ample brake lining and will operate on ordinary pump fuel.

Granted, these qualities might be found in many cars. But their overall performance would disqualify them as sports cars. A few circuits of any road course would prove it. For example,

automatic transmission would not provide the acceleration needed nor the speed in shifting to go through corners. Comfortable "family car" springing would make handling difficult on sharp turns. Brakes adequate for city traffic would very likely give way under competitive conditions. These features, all desirable for touring, would prove undesirable for sports motoring or competition.

There are sports cars designed for both purposes and can perform them well. That was the original idea in developing a sports car. At race speeds, these are usually the "production" cars, only slightly modified from their original condition. Other sports cars, whether produced in quantity or specially built, are for racing only and would prove highly impractical for "mere transportation." These are the "modified" cars, hauled to races on trailers and driven only in competition. In appearance, the two classes are alike but the engines are set up and tuned differently to meet their primary function.

To differentiate sports cars from touring and all-out racing machines, the FIA has certain requirements. Sports cars, under these rules, must have normal road equipment including lights, a windshield, a door, spare tire, luggage space, a passenger's seat and operate on pump fuel.

Of course, some cars are built to conform only to the letter and not to the spirit of these rules. But if the minimum standards are met, the car qualifies.

Because car design is ever changing, the definition of a sports car must also remain flexible. As in the past, it is what a car can do that will determine whether or not it deserves the description.

Road Racing In The U.S.

When automobiles were first seeking public acceptance, speed and reliability were its selling points. Races gave proof of these desirable qualities and provided publicity, both necessary for gaining favor and sales.

The earliest races were staged over public roads. America's first competition was in 1895, a 52 mile race from Chicago to Evanston and return. Charles Duryca won at a speed of 7.5 m.p.h. The next year cars were raced at Narragansett, R. I., then as now, a horse track. The fastest five mile heat was at 26.2 m.p.h.

To encourage automobile manufacture in this country, William K. Vanderbilt inaugurated the Vanderbilt Cup race in 1904. Patterned after Europe's James Gordon Bennet Cup, the Vanderbilt required that the car, its parts and tires had to be made in the nation from which it came.

A 90 h.p. Panhard Levassor driven by George Heath won the first Vanderbilt. He completed 284.4 miles over Long Island roads at 52.2 m.p.h. Later races were run over other courses until 1916 when the war ended them.

For stern competition, the 1908 New York-to-Paris "Round the World" race has had few equals. Six cars started with an American entry, a Thomas Flyer eventually declared the winner. George Schuster and Montague Roberts drove, pushed and pulled it over some 12,000 miles in 170 days. That year also saw the first 24 hour race at Brighton Beach.

While road events were still quite popular, more use was being made of the many oval horse tracks. The crowd was confined to its grandstand with all the action in front of it. And they had to pay to get in. Barney Oldfield and the Indianapolis Speedway helped popularize the ovals but Oldfield still took to the road on occasion. In 1914 he won the Cactus Derby, a three-stage dash from Los Angeles to Phoenix, Arizona. To do it, he used his regular Stutz track racer.

Following World War I, road racing waned. The public now preferred its sport on dirt ovals or the steeply banked board tracks. It wasn't until 1934, when the Automobile Racing Club of America was formed, that road racing was seriously revived. This time it was over privately owned roads in the East. The year before an attempt was made to renew the once popular Elgin (Ill.) National road race. Phil (Red) Shafer won in a Buick Special covering 203 miles at 88.34 m.p.h. but the race was a financial failure.

So were the two efforts to bring back the Vanderbilt Cup in 1936 and 1937. A flat four mile circuit with 16 turns was built on Long Island, so difficult that in 1936 Tazio Nuvolari's Alfa Romeo averaged only 65 m.p.h. for 300 miles. The next year the course was severely modified to boost speeds. Bernd Rosemeyer won in an Auto Union at 82.56 m.p.h. Both races were highly unprofitable and the Cup and track were abandoned.

The Eastern amateurs meanwhile kept the sport alive with races over a variety of courses including public roads. The last event before Pearl Harbor, over the New York World's Fair Grounds, was won by Frank Griswold in a single-seat Alfa Romeo.

In early 1944 the Sports Car Club of America was founded in Boston. Four years later its first major race was held at Watkins Glen, N. Y. Frank Griswold was the winner in an Alfa Romeo averaging 63.7 m.p.h. for 52 miles. The 6.6 mile circuit was laid out over public roads.

In 1949 racing returned to Bridgehampton, N. Y. after a lapse of 29 years and the first major airport race was held at Linden, N. J. The next year the Sebring, Florida Six Hour was inaugurated and road racing went West with events at Palm Springs and Pebble Beach.

Then in 1952, the SCCA and Strategic Air Command agreed to a series of charity races over SAC airports. Fourteen races were held before large and appreciative crowds during the next 26 months. When the program ended, the first of the privately owned road courses had been built and the SCCA and road racing were firmly established.

Professional road racing made a major advance in 1959 with the staging of the Grand Prix of the U. S., counting toward the World's Driver Championship, at Sebring, Fla. Bruce McLaren won it; his Cooper-Climax averaging 98.87 m.p.h. for 218 miles. An important milestone away from these shores was the victory of Phil Hill of California in the Driver's Championship of 1961.

In 1963, the SCCA began the U. S. Road Racing Championship, a blue-ribbon series of eight races for cash prizes, with divisions for drivers and manufacturers. In its first year the USRRC attracted more than 142,000 paid admissions and offered \$58,000 in prize money.

In the post-World War II years, road racing has returned to the popularity it enjoyed at the turn of the century. The great number of competitors, both amateur and professionals, have strengthened its position as one of the outstanding forms of motor sport.

GREETINGS

SCCA and Racing Fans

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Comm., Loren Page,
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Major Road Racing Courses In The U. S.

CALIFORNIA:

Laguna Seca—Fort Ord, Monterey; 120 miles south of San Francisco
Riverside—Riverside; 53 miles east of Los Angeles.

COLORADO:

Continental Divide—Castle Rock; 30 miles south of Denver.

CONNECTICUT:

Lime Rock—10 miles south of Canaan in northwest Connecticut.
Thompson—5 miles northeast of Putnam in northeast Connecticut.

FLORIDA:

Corry Field—Warrington; near Pensacola.
Daytona International—Daytona Beach; 90 miles south of Jacksonville.
Sebring—70 miles southeast of Tampa.

ILLINOIS:

Meadowdale—Carpentersville; 45 miles northwest of Chicago.

INDIANA:

Indianapolis Raceway Park—Clermont; 10 miles northwest of Indianapolis.

IOWA:

Greenwood Roadways—Indianola; 16 miles south of Des Moines.

KANSAS:

Lake Garnett;
75 miles southwest of Kansas City.

MARYLAND:

Marlboro Motor Raceway—Upper Marlboro; 10 miles south east of Washington, D. C.

NEW JERSEY:

Vineland—35 miles southeast of Philadelphia.

NEW YORK:

Bridgehampton—eastern end of Long Island; 100 miles from New York City.
Watkins Glen—20 miles north of Elmira.

OHIO:

Mid-Ohio Raceway—Lexington; 10 miles southwest of Mansfield.

VIRGINIA:

Virginia International—12 miles southeast of Danville.

WASHINGTON:

Pacific Raceway—Kent; 15 miles south of Seattle.

WISCONSIN:

Lyndale Farms—Pewaukee; 20 miles west of Milwaukee. Road America—Elkhart Lake; 15 miles northwest of Sheboygan.

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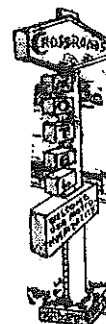
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Rules For Spectators

Your co-operation in making racing at Lake Garnett both safe and enjoyable for everyone concerned will be greatly appreciated. Please help us by carefully reading and observing the following suggestions:

1. Never stand on the outside of any curve.
2. Never cross the race course during an event or during practice periods.
3. Stand behind the fences — they have been placed where they are for your safety.
4. Never stand in escape areas or roads — these are safety valves for out-of-control cars.

5. Never molest officials, flagmen or guards — these men are working for your enjoyment and safety.

6. Never run toward an accident.

7. Never permit a child or a dog to wander unattended near the course — keep your eyes on your children!

8. Never stop within 25 feet of the inside of any curve.

9. Never approach an overturned or disabled car with a lighted cigarette.

10. Never drop newspapers or any other objects on or near the course — papers can fall across a windshield, blinding the driver; stones and bottles can be snapped back like bullets.

Welcome Visitors!

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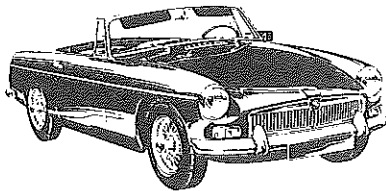
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**LAKE GARNETT GRAND PRIX RACE
SCHEDULE OF EVENTS**

Saturday, July 27, 1968

- 8:45 — DRIVERS' MEETING
- 9:00 - 11:00 — PRACTICE for cars entered in Races 1 through 5
- 11:30 — RACE 1 — HP, GP D-SEDAN and DSR . . 10 Laps
- 12:00 - 1:00 — LUNCH BREAK
- 1:00 — RACE 2 — FORMULA V 10 Laps
- 1:45 — RACE 3 — FP, EP, DP, C SEDAN CSR . . 10 Laps
- 2:30 — RACE 4 — FORMULA SCCA A, B, C . . 10 Laps
- 3:15 — RACE 5 — A, B, C, PRODUCTION, A & B SR,
and A, B, SEDANS 15 Laps
- 4:15 - 6:30 — PRACTICE for Races 6 through 11

All time schedules are on Central Daylight Time

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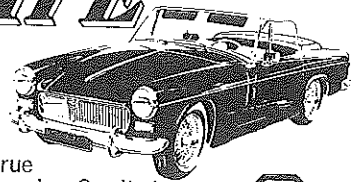
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LAKE GARNETT GRAND PRIX RACE SCHEDULE OF EVENTS

Sunday, July 28, 1968

- 8:00 — DRIVERS' MEETING
- 8:30 - 10:30 — PRACTICE and Timed Practice for Races 6 through 11
- 11:00 — RACE 6 — FP, DSR, C-SEDANS 15 Laps
- 12:00 - 1:00 — LUNCH BREAK
- 1:00 — RACE 7 — FORMULA V 15 Laps
- 2:00 — RACE 8 — CP, DP, EP, B-SEDANS, CSR . 15 Laps
- 3:00 — RACE 9 — HP, GP, D-SEDANS 15 Laps
- 4:00 — RACE 10 — FORMULA SCCA A, B, C . . 20 Laps
- 5:00 — RACE 11 — AP, BP, A-SEDANS, A & B SR 25 Laps

All time schedules are on Central Daylight Time

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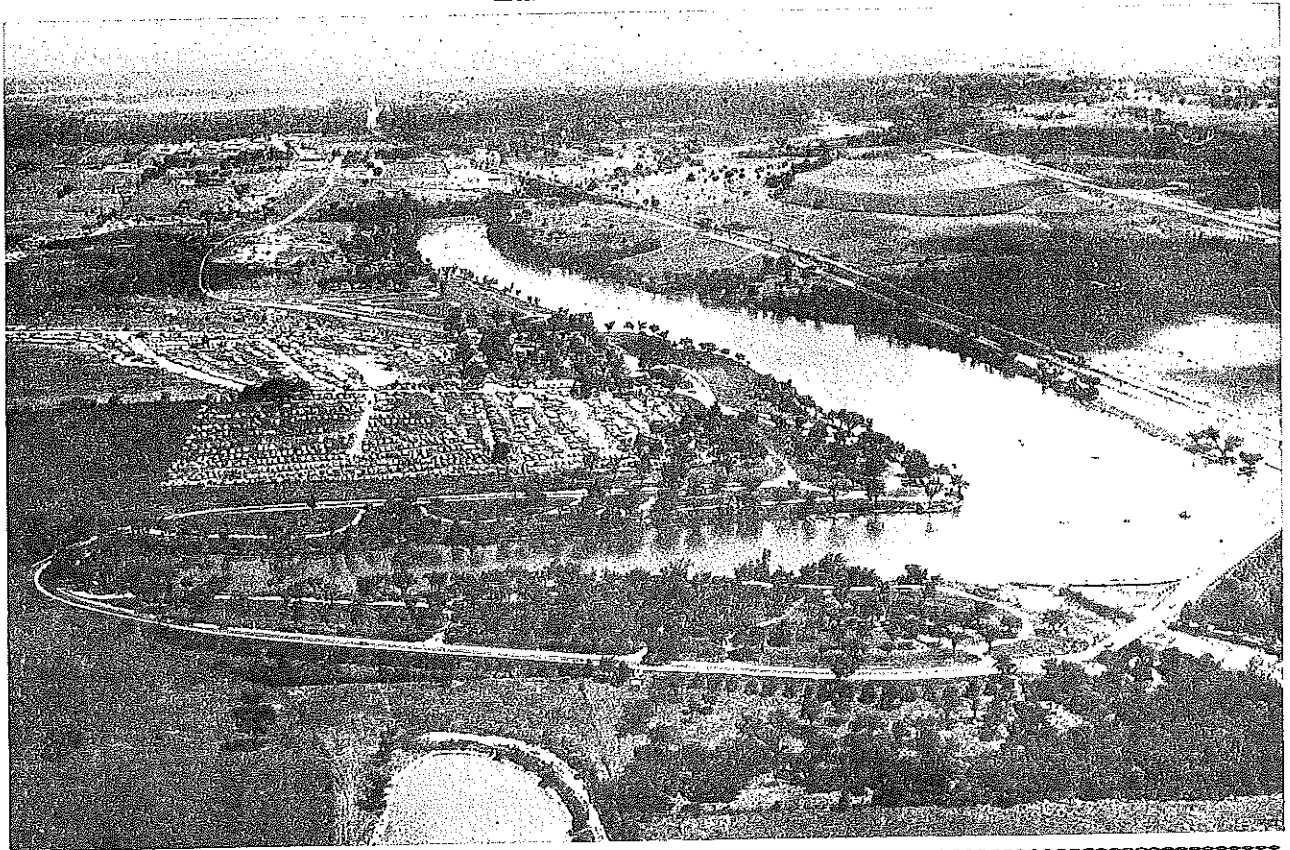
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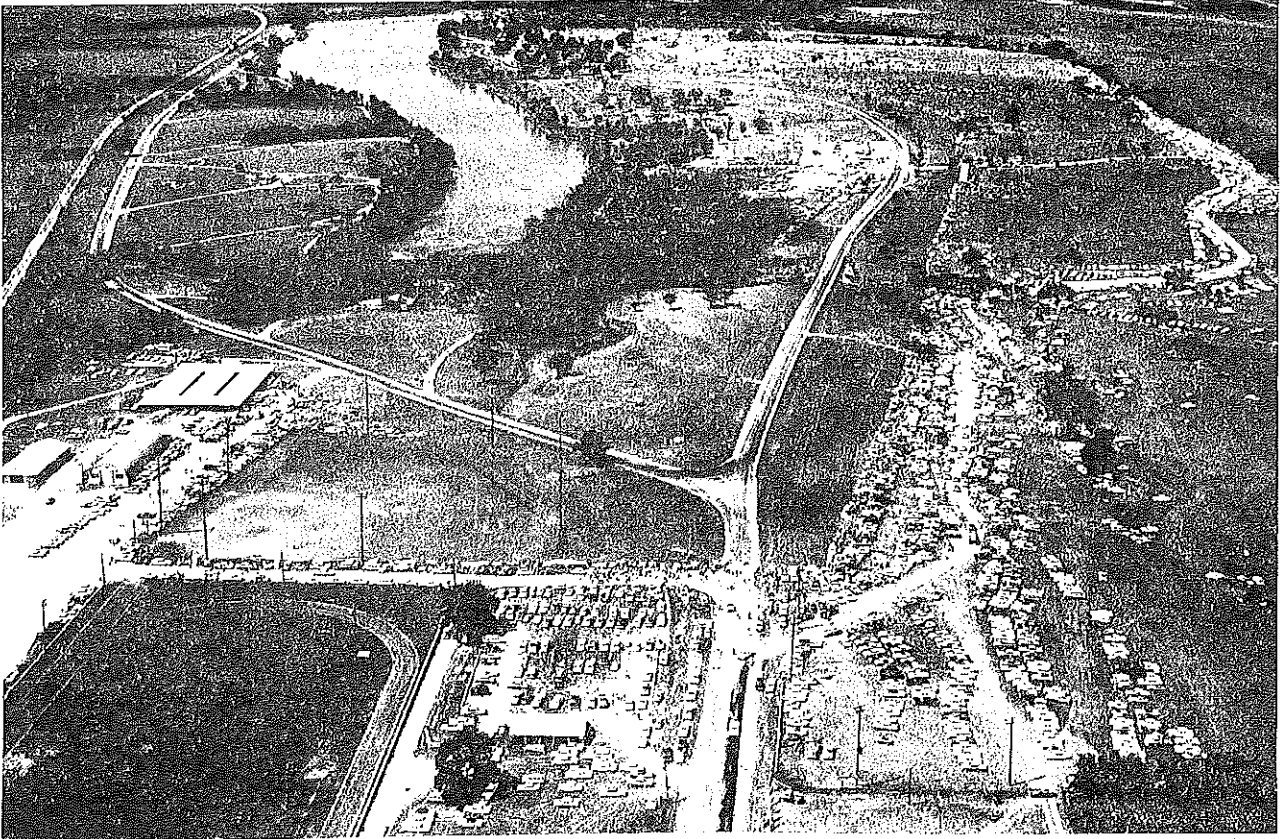
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Highway 59

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Welcomes You
To The Races

Ordinance No. 1879, City of Garnett

The construction and erection of temporary structures, scaffolds, platforms or perches, either stationary or movable, on or off a vehicle, on public grounds of the City of Garnett, Kansas, is prohibited except by permission of the proper authorities.

Violators of this ordinance shall be deemed guilty of misdemeanor.

Fireworks Prohibited

Because of the necessary safety precautions, the lighting and exploding of Fireworks in the Garnett City Park is prohibited. Please help enforce this regulation for your own safety and the safety of others.

TO ALL RACE VISITORS, WE WISH



KANSAS STATE BANK

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WELCOME VISITORS!

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Flags Used In Sports Car Racing

The Chief Starter's Flags Are:

- GREEN: Used for the starting flag. It signifies the course is clear.
- YELLOW (Motionless): Warning to watch out for danger, but passing possible.
- YELLOW (Waved): Warning to watch out for danger and be prepared to stop.
- RED: The race has been stopped.
- YELLOW with HORIZONTAL STRIPE: Oil on course, slippery.
- BLACK with ORANGE BALL: Car has mechanical failure, come into pits.
- BLUE with WHITE STRIPE: You are being overtaken, give way.
- WHITE: Ambulance on course.
- CHECKERED: You have finished the race.

Assisting the Chief Starter are the flagmen at each checkpoint along the race course. Their flags are: GREEN for all is clear; YELLOW for caution. All checkpoints are connected by telephone.

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South Side Square

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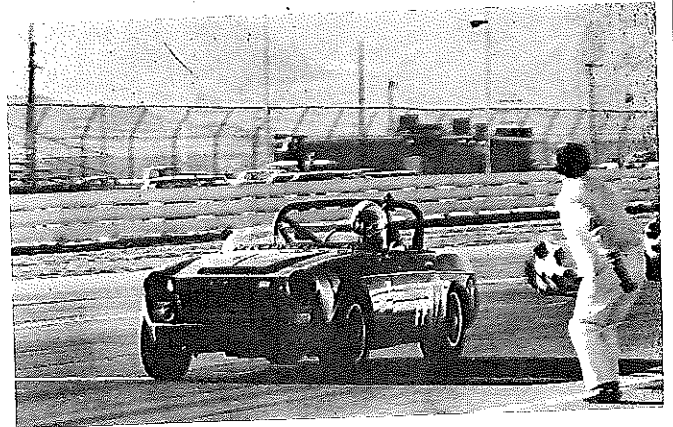
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TEXAS NATIONALS

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Class F—Courtland Bell
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Regulations Governing The Lake Garnett Sports Car Races

July 27-28, 1968

GENERAL:

- A. This event will be held under the S.C.C.A. General Competition Rules, 1968.
- B. Insurance will be provided under the S.C.C.A. Master Policy.

DRIVERS ELIGIBILITY:

- A. Saturday's Races July 27th. are open to all Regional and National Competition license holders, and to Novice permit holders who have satisfactorily completed all Driver's School Requirements.
- B. Sunday's Races open to all drivers holding current S.C.C.A. National Competition Licenses.

All cars conforming to a class of automobiles listed in Appendix A of the General Competition Rules are eligible to enter. All cars will be subject to Technical Inspection and no cars will be allowed to practice or race until approved by Technical Inspection. Car numbers will be affixed in accordance with the G.C.R. and correct assigned numbers will be on cars when presented for Technical Inspection.

DRIVERS:

All drivers must be in possession of a valid 1968 S.C.C.A. License appropriate for the event in which they are entered.

All drivers must present valid driver's license from their State of residence.

REGISTRATION

Upon arrival at the track, drivers will register at the Armory Building located just inside the main (south) gate of the Lake Garnett City Park.

Registration will be open Friday, July 26th. 4:30 to 10:00 p.m. and will reopen Saturday, July 27th. at 6:00 a.m.

Registration and inspection by appointment Sunday-- before 8:00 a.m.

TECHNICAL AND SAFETY INSPECTION:

Inspection will be held in the inspection shed inside the Park. Friday, July 26th. 4:30 to 10:00 p.m. Saturday, July 27th opening at 6:00 a.m.

Inspection will be thorough and complete, and in accordance with the 1968 G.C.R.

Sedan entrants must be able to present Hemologation forms upon request of race officials.

Any car involved in an accident shall not be driven in practice or races thereafter until the car has been presented to the Race officials for inspection, and said officials have authorized the car to continue in competition.

NUMBER OF CARS ON THE COURSE:

A maximum of 42 cars will be allowed to start simultaneously in a race, and not more than 56 cars will be permitted on the course at any one time during practice sessions.

GRID POSITIONS:

Positions on the starting grid will be determined by official timing during timed practice sessions in accordance with G.C.R.

Practice times and grid positions will be posted at a designated location to be announced at Driver's meeting. Cars will be gridded with the fastest cars ahead, irrespective of class.

All cars must complete a minimum of 5 laps in observed practice.

STARTS:

Races will start from standing grid positions. In the event of a non-start the race will be flagged at corner 1 with a waving black flag, and cars will proceed around the course at a reasonable speed to be re-gridded for a new start.

RULES OF THE ROAD:

- A. Lake Garnett is a natural road course that demands the greatest respect and highest degree of gentlemanly conduct. Special conditions will be explained in detail by the Chief Steward at Driver's meeting.
- B. No stopping on the course except in case of an emergency.
- C. Engines must be started by an on-board starter using permanent on-board power. Restarting in the pits or on the course by pushing or means other than the on-board starter using permanent on-board power will result in disqualification.
- D. When a driver has been given a black flag by the starter or at any designated black flag station, he will continue around the course, entering the pit lane at the first opportunity, and reporting in his car to the Start-Finish line. The mechanical black flag will require the driver to report to his pit at the next opportunity.
- E. Only the driver will be permitted in the car while on the race course during race or practice.

RULES OF THE PITS:

- A. Consumption of alcoholic beverages during the scheduled hours of practice or racing, within the pit, paddock or adjacent areas, by any competitor, entrant, pit crew member, or by any official, will result in immediate rejection from the track, disqualification and recommendation of suspension of S.C.C.A. competition privileges.
- B. Drivers are reminded that they are responsible for the conduct of their pit crew members.
- C. No more than four persons, including the driver, will be permitted in the pit at any time.
- D. If a car is to refuel in the pit during practice or races, a CO-2 or dry chemical extinguisher of at least 4 lb. capacity, must be present and at the ready. Driver must be out of the car and the engine turned-off, before refueling starts.
- E. Only the crew for the car competing will be allowed in the pit.
- F. In accordance with S.C.C.A. insurance guide, children under 12 years of age or pets of any kind, are not permitted in the pit area.

TROPHIES:

Trophies will be awarded in accordance with the 1968 G.C.R.

In cases where more than one driver may be driving the same car in practice and/or qualification it will be the driver's responsibility to notify the chief timing and scoring accordingly. Failure to do so may conceivably lead to disqualification.

PROTESTS:

Protests will be conducted in accordance with the 1968 G.C.R.

The first three finishing cars in each class will proceed immediately to a designated impound area and remain for 30 minutes following their race.

Let Racing Teach You To Drive

By Roland L. Jons

It is impossible to watch motor racing events without becoming aware of the particular polished style in which the real "aces" drive. Modeling one's style on the racing men, when driving the sports car or family saloon, may seem a far-fetched idea. It is, however, possible and even desirable.

When next you watch a faultless performance on road-circuit or track, try afterwards to reproduce it in your own road driving. This does not involve driving in a "flashy" fashion. The firstline racing driver is always unspectacular, certain, consistent and dependable.

The first point to consider is driving position. There is a tendency, nowadays, to make sports and touring cars too comfortable, and to cultivate seating positions of extreme ease and languor. Follow the racing driver--sit up alert to the job of conducting the motor, and choose your car or modify your driving seat so that you can assume and retain an alert position at the wheel. This does not involve being uncomfortably upright; it simply means choosing comfortable seating to make it easy to sit in a workmanlike attitude. If the steering column is provided with telescopic adjustment always see that it is locked before starting to drive the car. A spring wheel is delightful to handle and does reduce fatigue. Look for seating that gives support when sitting up to it, and which provides elbow room for rapid and accurate work with the steering wheel.

Now as to actual driving methods. Most of the fun of fast driving is in cornering. Apparently, our forefathers hadprevision of this, for our roads, as inherited from them, give us plenty of opportunity of indulging in it.

It is here that the real application of racing methods can begin. A moment's reflection will show, however, that where the racing driver can follow any course he chooses round corners, the everyday driver must always keep to his own side of the road, and must never seek a favour-

able camber on the wrong side of the white line.

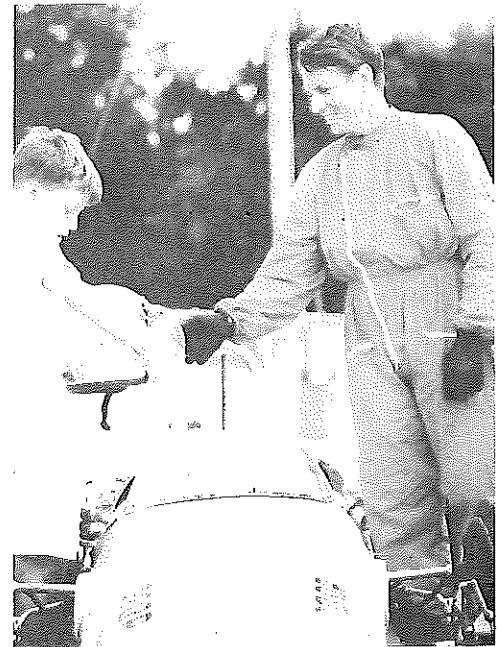
Use your close-ratio third gear to the full. Snap change down for all easy bends and for light traffic, and negotiate all restricted areas in this "traffic top."

Adopt the racing method of dealing with all significant bends or corners. Never find yourself braking in the bend, or the slippery occasion will surely arrive when you will find yourself leaving the straight and narrow sideways.

Finish all braking before entering the corner, change down and take the bend accurately on a course of tramline accuracy with the throttle just sufficiently open to maintain speed. Then, on the release from the corner, with the car accurately placed, open the throttle and accelerate away.

Sometimes, in a twenty-four hour sports car road event, the early men have to ascend the first hill before dawn, while the latecomers have the advantage of being able to watch the early men on a hill and so benefit by their errors. Considerable knowledge can be gained by closely observing surrounding traffic which contributes to safe driving on our public thoroughfares.

It, of course, would go without saying that any experimental driving should be done off the highway under controlled SCCA or similar safety provisions.



Bill Johnson, III, helps his father, Bill Johnson, Jr., Kansas City, get ready to race. Johnson is Regional Executive of the Sports Car Club of America and chairman of the Lake Garnett races this year.

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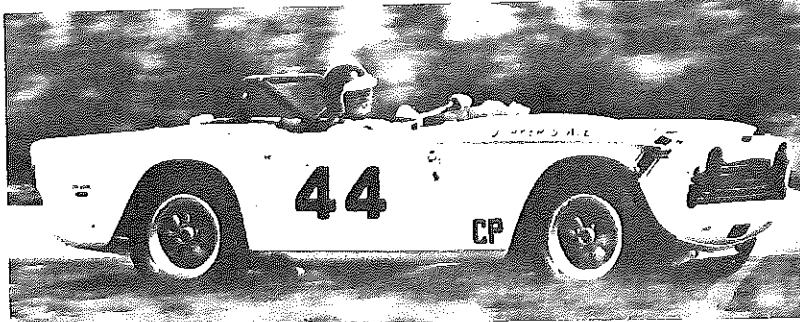
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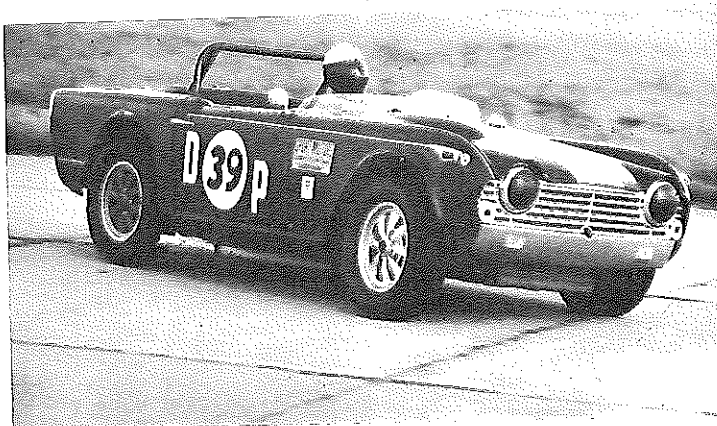
Austin-Cooper S Robert Hindson, Kansas City, driver



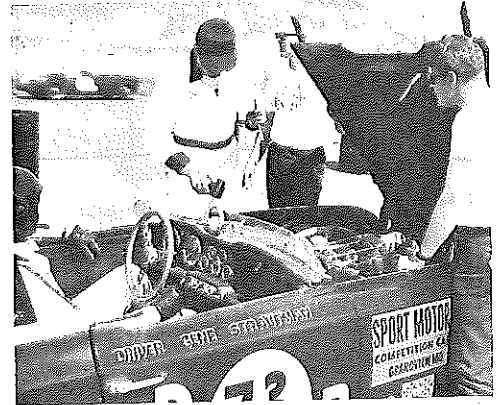
Triumph 250 in Class C Competition
Bob Tullius, Falls Church, Va.



Darrell Honn, driver, at
Continental Drive Raceway



Jim Bandy, driver
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Gene Strautman, driver
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Space does not permit the listing of the hundreds of people and business firms of Garnett that have helped in organizing, promoting and holding the July 27 and 28 Lake Garnett Sports Car Races. Most certainly, this event could not be held without the full co-operation of the citizens of the entire community. Therefore, to each and everyone of you who has had some part in this community undertaking, the Lake Garnett Sports Car Racing Association, Inc., wishes to express grateful appreciation for your time, efforts and contributions so generously given.

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Dear Racing Fan

Except on a highly sophisticated fiduciary level, the infinite ramifications of automobile selling or repairing makes for reading matter about as exciting as the directions on a box of aspirins. I'll therefore reduce this letter to its simplest terms.

Our company Coventry Motors, is a franchised import dealer by appointment of the Leyland Motor Company of England and the Toyota Corporation of Japan. We are very desirous of taking care of your import service work and your future purchase of an automobile.

I'm sure you'll recognise the facts and the reasons that most automobile operations are indistinguishable from one another. No matter from where or from which, the implication of sales and service differs only in the time and nuance.

Shorn of slogans, catch phrases and copy approach, all of us are slaves in varying degrees - to identical promotional procedures. We all advertise, we all solicit, we all aim for the "PLUS,"

Hence in every automobile operation, printed or verbal, reflects the hooah about price and service, the same price leader and baited phrase to trigger your inquiry and much the same promises of courtesy and service. But any set of rules is susceptible to exceptions and the Coventry Motors systems was painstakingly designed to represent a departure from the normal automobile dealer operation. At first blush, the differences may be subtle - but give me one more moment to show you why Coventry Motors should be - has got to be your dealer for service or the purchase of an import car.

In my opinion, there are three important factors which govern any dealership. They are its size, its service and its attitude. And it is specifically in these considerations that Coventry Motors stands out from the others. Lets take them in order.

First in the matter of size, Coventry Motors is not, nor will it ever be a BIG operation. Comfortably sized - yes, but big, no. An automobile operation is a personal service, but the moment it blossoms into a behemoth, it becomes impersonal as a 12 bank computer. The larger the firm, the less able it becomes to participate and perform efficiently the countless recommendations it owes each customer.

Now about service. We have parts, equipment and specially trained personnel to provide your every needs. In charge of this operation is John Goans Jr., considered by many to be the authority on imported cars in this area. This aspect of our company could fill several pages, but the above pertinent facts are worthy of mention.

The third factor - attitude. And you'll know it, feel it, even see it with the people of Coventry. Coventry Motors is less an automobile operation than a huge fraternal order. We are an accomodation bureau without parallel in automotive annals.

These are the things you can't reduce to contract or balance sheets. The numberless things which separate Coventry Motors from all the rest.

Thank you for sharing this time with me, I hope you'll allow me further time to discuss either service or the purchase of an automobile.

Yours very truly,

The Boys From Coventry
John - Rick - Carl - Harry - Wes - Jerry - Bud - Jack

This space is reserved for notes and autographs by

The Garnett Savings & Loan Association



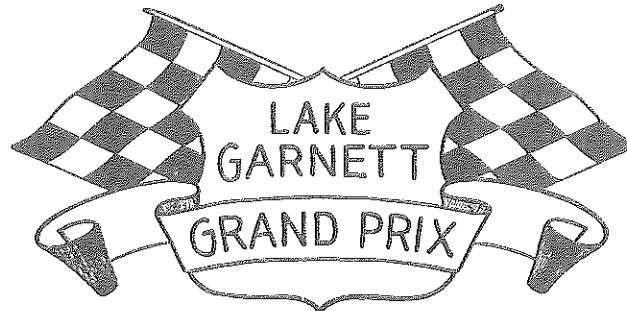


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